

**ALL JOURNEY  
TIME & TRAIN  
FREQUENCY  
TARGETS MET**

# HIGH SPEED UK PROPOSED TRANSPENNINE HIGH SPEED SERVICES VIA RESTORED WOODHEAD CORRIDOR

HSUK services extend to Scotland

HSUK SERVICES ALONG CORRIDOR OF WEST COAST MAIN LINE GENERALLY NOT SHOWN

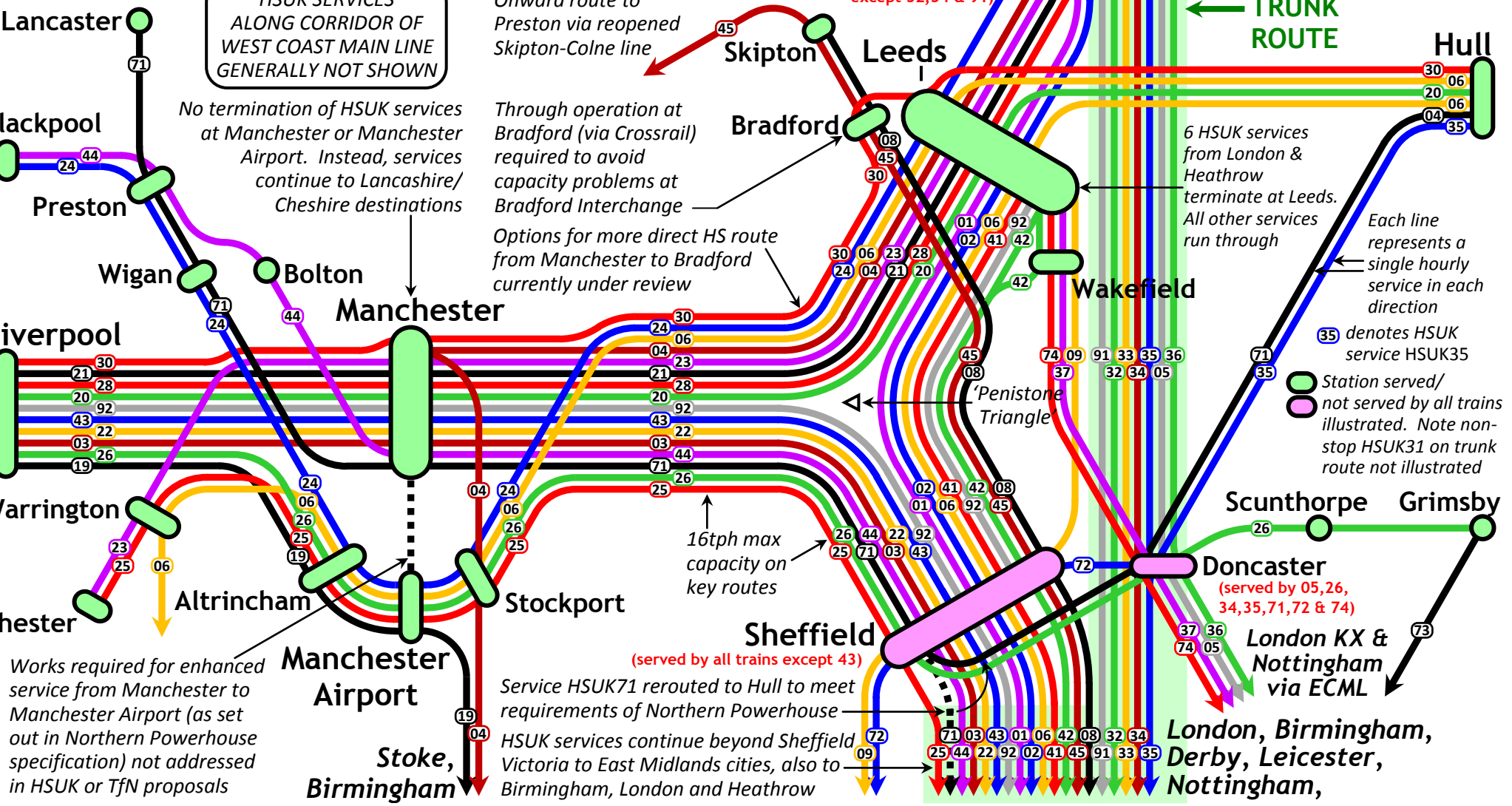
No termination of HSUK services at Manchester or Manchester Airport. Instead, services continue to Lancashire/Cheshire destinations

Onward route to Preston via reopened Skipton-Colne line

Through operation at Bradford (via Crossrail) required to avoid capacity problems at Bradford Interchange

Options for more direct HS route from Manchester to Bradford currently under review

16tph max capacity on key routes



**HSUK TRUNK ROUTE**

6 HSUK services from London & Heathrow terminate at Leeds. All other services run through

Each line represents a single hourly service in each direction

35 denotes HSUK service HSUK35

Station served/not served by all trains illustrated. Note non-stop HSUK31 on trunk route not illustrated

Works required for enhanced service from Manchester to Manchester Airport (as set out in Northern Powerhouse specification) not addressed in HSUK or TfN proposals


Service HSUK71 rerouted to Hull to meet requirements of Northern Powerhouse

HSUK services continue beyond Sheffield Victoria to East Midlands cities, also to Birmingham, London and Heathrow

London, Birmingham, Derby, Leicester, Nottingham, (served by 05, 26, 34, 35, 71, 72 & 74)

London KX & Nottingham via ECML

# HSUK operating on....

- New high speed line 
- Tunnel >5km long 
- Restored line 
- Upgraded line 
- New conventional line 
- Existing line 
- New/modified/existing station served by HSUK 
- M1-M60 Lorry shuttle 
- Primary freight route 
- Other main line route 

# HIGH SPEED UK TRANSPENNINE LINK: KEY INFRASTRUCTURE

